

CORRECTED COPY

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AFMS 42C1
21 November 1997**



Manpower Standard

★ **TRAFFIC MANAGEMENT FLIGHT**

★ This Air Force Manpower Standard (AFMS) quantifies the manpower required to accomplish the tasks described in the process oriented description for varying levels of workload. The Traffic Management (TM) Flight is responsible for providing a full range of services in the movement of personnel and their property, packing, and crating services, and in the movement of inbound and outbound surface and air freight, including air passenger terminal services. This AFMS provides the manpower needed to support an objective wing Traffic Management Flight for all flying and nonflying units in Air Mobility Command, Air Combat Command, US Air Forces Europe, Pacific Air Forces, Air Education and Training Command, Air Force Special Operations Command, Air Force Materiel Command, and Space Command during peacetime. It does not apply to Air National Guard or Air Force Reserve bases. This AFMS does not apply to RAF Chicksands, Pope AFB, Air Logistics Centers and flights that have been cost compared (OMB Circular A-76). Bases should develop negative variances to account for processes not performed or performed by contract and positive variances for processes performed but not included in the AFMS. The 24 series of Air Force Publications and Joint Travel Regulations (JTR) 4500 - series DOD directives contain policy and procedural guidance for the Traffic Management Flight. This standard was developed under an objective flight study in accordance with policy and guidance from the Air Staff and AFMAN 38-208, *Air Force Management Engineering Program (MEP)*. Send comments and suggested improvements on AF Form 847, **Recommendation for Change of Publication**, through channels, to AFCQMI/MQAB, 550 E Street East, Randolph AFB, Texas 78150-4451.

★ **SUMMARY OF CHANGES**

This AFMS supersedes AFMS 42C1, 23 September 1994. It implements format changes to comply with SAF requirements. It also includes minor administrative changes in the overall layout of the AFMS. References to regulations, applicable MAJCOM/bases, and proper organizational designations were updated with current information. This AFMS adds the workload associated with CMEs. This corrected copy adds MacDill AFB to variance 19. Changes other than administrative are identified with a star (★).

★ **1. Responsibility Statement.** The Traffic Management Flight is responsible for the following activities: overall management and supervision of subordinate elements within the TM Flight, including record maintenance and administration; processing outbound freight and loading and unloading aircraft, including handling of hazardous cargo and documentation; packing and crating, shipment preparation, and warehouse operation; movement of personal property involving counseling, booking, non-temp storage, and quality control of all inbound and outbound personal property, including all necessary required documentation in accordance with DOD Joint Travel Regulation - 4500 series and all applicable Air Force Regulations; processing all travel arrangements, as necessary, for Air Force personnel and other DOD personnel as required in an efficient and economical manner, including processing of all required documentation; processing all inbound and outbound freight for the Department of the Air Force and for other DOD agencies as required, including all documentation; and processing outbound and inbound passengers, including maintaining flight status records and providing necessary information to air passengers.

2. Core Composition. The Core composition of this AFMS was developed for the Traffic Management Flight to support an objective wing having a population of 4000 authorizations.

2.1. Core Flight Manpower Required. 33**2.2. Core Range.** 16 - 96**2.3. Major Programming Factor.** Base Population**3. Standard Data:****3.1. Approval Date.** November 1993**3.2. Man-hour Data Source.** Workshop Measurement/Expert Team**★3.3. Man-hour Equation.** $Y = 3944.33 + .350X + .238X^2$ **3.4. Workload Factors:****3.4.1. Title.** Base Population.

3.4.1.1. Definition. The total number of AF military and AF Civilian (funded) authorizations to include AF tenant organizations. Exclude Contract Manpower Equivalents (CME's) and Geographically Separated Units (GSU's).

3.4.1.2. Source. The Unit Manpower Document (UMD), File Part A.

★3.4.2. Title. Contract Man-year Equivalent (CME) Population.

★3.4.2.1. Definition. The total number of authorized CMEs resulting from A-76 Cost Comparison Most Efficient Organizations (MEOs) completed since Sep 94 to include AF tenant organizations.

★3.4.2.2. Source. A-76 Cost Comparison MEOs.

3.5. Points of Contact:

3.5.1. AFCQMI Representatives. Mr. Larry Rose and SSgt Michael Mirich, AFCQMI/MQAB

3.5.2.. Functional Representative. CMSgt Herb Schlecht, HQ USAF/ILTT

4. Application Instructions:

4.1. Step 1. Determine the authorized population by summing the last fiscal quarter's authorized totals in the UMD file, Part A. Substitute this figure for "X1" in the man-hour equation.

★4.2. Step 2. Determine the authorized CMEs by summing the authorized totals in the A-76 MEOs. Substitute this figure for "X2" in the man-hour equation.

★4.3. Step 3. Sum the man-hours from application of the equation using the populations in Steps 1 and 2. For Incirlik AB TU, add 80.35 man-hours to this earned man-hour value (see Var #12). Divide the resulting man-hours by the appropriate MAF and use current rounding rules.

4.4. Step 4. Determine variance manpower applicable to your location.

4.5. Step 5. Add/subtract the variance manpower obtained from Step 4 to this manpower.

5. Statement of Conditions. This flight operates 8 hours per day, 5 days a week. The equation was developed using 1992 Traffic Management Workload Reporting and Productivity System (T-WRAPS) workload and correlated with December 1992 base population, UMD file, Part A. It was updated in 1997 to compensate for contract supported activities. Credit was given for normal work accomplished in the Traffic Management Flight. Minimum manning was provided in the equation as follows: 4 for Air Freight and 2 for Passenger Terminal. Where workload was greater than the minimum manning, the actual work count based on T-WRAPS data was used

in the development of this equation. This AFMS was developed under the CSAF-directed "no growth policy." The major programming factor, base population, is derived from the UMD File, Part A, and includes CMEs and GSUs in a separate application. Application of the workload factor must be adhered to. Any deviation to the application instructions could overstate manpower authorizations Air Force-wide, making this AFMS unusable.

MICHAEL D. MEYER, Colonel, USAF
Chief, Operations, Logistics, and Readiness Division
Air Force Center for Quality and Management Innovation

Attachments

1. Process Oriented Description
2. Standard Manpower Table
3. Approved Variances
4. Process Analysis Summary

PROCESS ORIENTED DESCRIPTION**TRAFFIC MANAGEMENT FLIGHT****A1.1. PERFORMS MANAGEMENT INCLUDING RECORD MAINTENANCE AND ADMINISTRATION.****A1.2. OPERATES AIR FREIGHT ACTIVITY:**

A1.2.1. PROCESSES OUTBOUND FREIGHT.

A1.2.2. LOADS AND UNLOADS AIRCRAFT.

A1.2.3. PROCESSES HAZARDOUS CARGO AND DOCUMENTATION.

A1.3. PACKS AND CRATES CARGO:

A1.3.1. PREPARES SHIPMENT.

A1.3.2. PERFORMS WAREHOUSE OPERATION.

A1.4. PERFORMS PERSONAL PROPERTY PROCESSES:

A1.4.1. COUNSELS PERSONNEL.

A1.4.2. BOOKS SHIPMENT.

A1.4.3. INSPECTS SHIPMENT.

A1.4.4. PROCESSES NON-TEMPORARY STORAGE.

A1.4.5. PROCESSES INBOUND SHIPMENT.

A1.5. PERFORMS PASSENGER MOVEMENTS PROCESSES:

A1.5.1. COUNSELS PERSONNEL.

A1.5.2. PROCESSES TRAVEL ORDERS AND DOCUMENTATION.

A1.6. CONDUCTS SURFACE FREIGHT OPERATIONS:

A1.6.1. PROCESSES INBOUND AND OUTBOUND FREIGHT.

A1.6.2. LOADS AND UNLOADS FREIGHT.

A1.6.3. PREPARES DOCUMENT.

A1.7. OPERATES AIR PASSENGER ACTIVITIES:

A1.7.1. PROCESSES INBOUND/OUTBOUND PASSENGER.

A1.7.2. MAINTAINS FLIGHT STATUS.

A1.7.3. PROVIDES FLIGHT INFORMATION TO PASSENGER.

STANDARD MANPOWER TABLE											
WORK CENTER/FAC			APPLICABILITY MAN-HOUR RANGE								
TRAFFIC MGT FLIGHT/42C1			2500 - 15363								
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Traffic Manager	2T000	CMS									
Traffic Mgt Supt	2T091	SMS						1	1	1	1
Traffic Mgt Craftmn	2TX71	MSG	1	1	1	1	1	1	1	1	1
Traffic Mgt Craftmn	2TX71	TSG	1	1	2	2	2	2	2	2	2
Traffic Mgt Jrnymn	2TX51	SSG	2	3	3	3	3	3	3	3	4
Traffic Mgt Jrnymn	2TX51	SRA	6	6	6	6	7	7	7	8	8
Traffic Mgt Apr	2TX31	AMN	5	5	5	6	6	6	7	7	7
Information Mgt Jrnymn	3A051	SSG									
Information Mgt Jrnymn	3A051	SRA	1	1	1	1	1	1	1	1	1
TOTAL			16	17	18	19	20	21	22	23	24
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Traffic Manager	2T000	CMS									
Traffic Mgt Supt	2T091	SMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Craftmn	2TX71	MSG	2	2	2	2	2	2	2	2	2
Traffic Mgt Craftmn	2TX71	TSG	2	2	2	3	3	3	3	3	3
Traffic Mgt Jrnymn	2TX51	SSG	4	4	4	4	4	4	5	5	5
Traffic Mgt Jrnymn	2TX51	SRA	8	8	9	9	9	10	10	10	11
Traffic Mgt Apr	2TX31	AMN	7	8	8	8	9	9	9	10	10
Information Mgt Jrnymn	3A051	SSG									
Information Mgt Jrnymn	3A051	SRA	1	1	1	1	1	1	1	1	1
TOTAL			25	26	27	28	29	30	31	32	33

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STANDARD MANPOWER TABLE											
WORK CENTER/FAC			APPLICABILITY MAN-HOUR RANGE								
TRAFFIC MGT FLIGHT/42C1			2500 - 15363								
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Traffic Manager	2T000	CMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Supt	2T091	SMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Craftmn	2TX71	MSG	2	3	3	3	3	3	3	3	3
Traffic Mgt Craftmn	2TX71	TSG	6	6	6	6	6	6	6	7	7
Traffic Mgt Jrnymn	2TX51	SSG	11	11	11	11	12	12	12	12	12
Traffic Mgt Jrnymn	2TX51	SRA	14	14	14	15	15	15	16	16	16
Traffic Mgt Apr	2TX31	AMN	15	15	16	16	16	17	17	17	18
Information Mgt Jrnymn	3A051	SSG	1	1	1	1	1	1	1	1	1
Information Mgt Jrnymn	3A051	SRA	1	1	1	1	1	1	1	1	1
TOTAL			52	53	54	55	56	57	58	59	60
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Traffic Manager	2T000	CMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Supt	2T091	SMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Craftmn	2TX71	MSG	3	3	3	3	4	4	4	4	4
Traffic Mgt Craftmn	2TX71	TSG	7	7	7	7	7	7	7	7	7
Traffic Mgt Jrnymn	2TX51	SSG	12	13	13	14	14	14	14	15	15
Traffic Mgt Jrnymn	2TX51	SRA	17	17	18	18	18	18	19	19	19
Traffic Mgt Apr	2TX31	AMN	18	18	18	18	18	19	19	19	20
Information Mgt Jrnymn	3A051	SSG	1	1	1	1	1	1	1	1	1
Information Mgt Jrnymn	3A051	SRA	1	1	1	1	1	1	1	1	1
TOTAL			61	62	63	64	65	66	67	68	69

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STANDARD MANPOWER TABLE											
WORK CENTER/FAC			APPLICABILITY MAN-HOUR RANGE								
TRAFFIC MGT FLIGHT/42C1			2500 - 15363								
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Traffic Manager	2T000	CMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Supt	2T091	SMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Craftmn	2TX71	MSG	4	4	4	4	4	4	4	4	4
Traffic Mgt Craftmn	2TX71	TSG	8	8	8	8	8	8	9	9	9
Traffic Mgt Jrnymn	2TX51	SSG	15	15	15	15	16	16	16	16	16
Traffic Mgt Jrnymn	2TX51	SRA	19	19	20	20	20	21	21	21	22
Traffic Mgt Apr	2TX31	AMN	20	21	21	22	22	22	22	23	23
Information Mgt Jrnymn	3A051	SSG	1	1	1	1	1	1	1	1	1
Information Mgt Jrnymn	3A051	SRA	1	1	1	1	1	1	1	1	1
TOTAL			70	71	72	73	74	75	76	77	78
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Traffic Manager	2T000	CMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Supt	2T091	SMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Craftmn	2TX71	MSG	5	5	5	5	5	5	5	5	5
Traffic Mgt Craftmn	2TX71	TSG	9	9	9	9	10	10	10	10	10
Traffic Mgt Jrnymn	2TX51	SSG	16	17	18	18	18	18	18	19	19
Traffic Mgt Jrntmn	2TX51	SRA	22	22	22	23	23	24	24	24	25
Traffic Mgt Apr	2TX31	AMN	23	23	23	23	23	23	24	24	24
Information Mgt Jrnymn	3A051	SSG	1	1	1	1	1	1	1	1	1
Information Mgt Jrnymn	3A051	SRA	1	1	1	1	1	1	1	1	1
TOTAL			79	80	81	82	83	84	85	86	87

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STANDARD MANPOWER TABLE											
WORK CENTER/FAC			APPLICABILITY MAN-HOUR RANGE								
TRAFFIC MGT FLIGHT/42C1			2500 - 15363								
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
Traffic Manager	2T000	CMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Supt	2T091	SMS	1	1	1	1	1	1	1	1	1
Traffic Mgt Craftmn	2TX71	MSG	5	5	5	5	5	5	5	5	5
Traffic Mgt Craftmn	2TX71	TSG	10	10	10	11	11	11	11	11	11
Traffic Mgt Jrnymn	2TX51	SSG	19	19	19	19	19	19	20	20	20
Traffic Mgt Jrnymn	2TX51	SRA	25	25	25	25	26	26	26	27	27
Traffic Mgt Apr	2TX31	AMN	25	26	27	27	27	28	28	28	29
Information Mgt Jrnymn	3A051	SSG	1	1	1	1	1	1	1	1	1
Information Mgt Jrnymn	3A051	SRA	1	1	1	1	1	1	1	1	1
TOTAL			88	89	90	91	92	93	94	95	96
AIR FORCE SPECIALTY TITLE	AFSC	GRADE	MANPOWER REQUIREMENT								
TOTAL											

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APPROVED VARIANCES**TRAFFIC MANAGEMENT FLIGHT**

NOTE: All variances are stated in whole manpower spaces except variances #9 and #12.

A3.1. Title. Positive Mission Variance For Railroad Rolling Stock.

A3.1.1. **Definition.** Operates and maintains railroad locomotive(s). Receives and delivers inbound freight by railcars supplementing delivery of oil, coal, oversize equipment, and WRM equipment.

A3.1.2. **Impact.** +2

A3.1.3. **Applicability.** Beale, Whiteman, Moody, Mt Home, Seymour Johnson, Shaw, Davis-Monthan, and Edwards.

A3.2. Title. Positive Mission Variance for Additional Workload for Surface Freight in Processing Aerospace Maintenance and Regeneration Center (AMARC) Shipments.

A3.2.1. **Definition.** Processing AMARC shipments is an additional workload.

A3.2.2. **Impact.** +6

A3.2.3. **Applicability.** Applies only to Davis Monthan AFB.

A3.3. Title. Positive Mission Variance For Processing of Privately Owned Vehicles (POVs) for inland movement to water ports.

A3.3.1. **Definition.** The processing of documentation and preparing the POV for shipment.

A3.3.2. **Impact.** +1

A3.3.3. **Applicability.** Aviano, Ramstein, Anderson, Elmendorf, Eielson, Hickam, and Spangdahlem.

A3.4. Title. Positive Technical Variance For Commercial Army Rail Support.

A3.4.1. **Definition.** The loading, blocking, bracing, and unloading of oversize cargo aboard rail cars at off-base installations.

A3.4.2. **Impact.** +2 at each applicable location.

A3.4.3. **Applicability.** Spangdahlem, Aviano, Ramstein, Osan, and Kunsan.

A3.5. Title. Positive Mission Variance For Transportation Support of War Readiness Support Kit (WRSK) Material.

A3.5.1. **Definition.** Provide bare base support for mobility contingencies.

A3.5.2. **Impact.** +7

A3.5.3. **Applicability.** Holloman and Seymour Johnson

A3.6. Title. Positive Mission Variance For Traffic Management Operations During Wing Deployment/Mobility Processing Requirements in Support of Rapid Deployment Wings.

A3.6.1. Definition. Provides traffic management support in the execution, training, and exercise for deployment of rapid deployment and composite wings. Provides normal operation of traffic management while exercises are in progress.

A3.6.2. Impact. +4

A3.6.3. Applicability. Mountain Home and Moody.

A3.7. Title. Positive Mission Variance for Support for Movement of Cargo to/from the AMC Aerial Port and Loading/Unloading Operations at Aerial Port.

A3.7.1. Definition. At AMC Aerial Port locations Traffic Management loads and off-loads outbound shipments as well as normal base shipment.

A3.7.2. Impact and Applicability. Charleston, +33; Dover, +66; McChord, +19; McGuire, +17; Travis, +55.

A3.8. Title. Negative Mission Variance For Subtractive of Air Freight Process not Performed.

A3.8.1. Definition. For those locations that have an air freight operation operated by Air Mobility Command or do not have subject operation.

A3.8.2. Impact. -4 per applicable location

A3.8.3. Applicability. Mildenhall, Randolph, Altus, Charleston, Dover, Hurlburt Field, Lajes, Little Rock, McChord, McGuire, Scott, Travis, Eielson, Elmendorf, Anderson, Hickam, Kadena, Kunsan, Misawa, Osan, Yokota, Beale, Howard, Andrews, Sheppard, Lackland, Keesler, Edwards, Kirtland, Maxwell, Peterson, and Vandenberg.

A3.9. Title. Negative Mission Variance for Subtractive of Personal Property Processes not Performed.

A3.9.1. Definition. The Personal Property processes represent 32% of the core manpower. For those locations that do not perform any of the Personal Property processes, the total traffic management (TM) operation is minus 32% of the earned manpower for the core. For those locations that have some of the below listed processes performed by a Joint Personal Property Office (JPPSO), Consolidated Personal Property Shipping Office (CPPSO), Personal Property Processing Office (PPPO), or a Central Booking Office (CBO), use the following applicable subtractives.

Counseling Process	-20% of total TM operation
Booking Process	-21% of total TM operation
Non-temporary storage process	-21% of total TM operation
Inspection/QC process	-24% of total TM operation
Inbound Process	-14% of total TM operation

A3.9.2. Impact and Applicability. Alconbury, -3; Lakenheath, -12; Mildenhall, -5; Ramstein, -5; Randolph, -10; Charleston, -5; McChord, -6; McGuire, -2; Travis, -5; Elmendorf, -12; Hickam, -12; Langley, -16; Hurlburt Field, -11; Andrews, -7; Lackland, -10; and Peterson, -12.

A3.10. Title. Negative Mission Variance for Subtractive for Air Passenger Terminal Processes not performed.

A3.10.1. Definition. For those locations that have an Air Passenger Terminal operated by Air Mobility Command or do not have subject operation.

A3.10.2. Impact. -2

★A3.10.3. **Applicability.** Alconbury, Aviano, Incirlik, Lakenheath, Mildenhall, Ramstein, Spangdahlem, Charleston, Dover, Hurlburt Field, Lajes, Little Rock, McChord, McGuire, Scott, Travis, Malmstrom, Andersen, Elmendorf, Hickam, Kadena, Kunsan, Misawa, Osan, Yokota, F.E. Warren, Fairchild, Grand Forks, McConnell, Minot, Whiteman, Cannon, Holloman, Howard, Luke, Moody, Mountain Home, Shaw, Tyndall, Andrews, Keesler, Sheppard, Lackland, Edwards, and Kirtland.

A3.11. Title. Positive Mission Variance for Sideload Container Handling.

A3.11.1. **Definition.** USAFE bases have sideloaders assigned that are used for container handling requiring specialized training to become proficient as an operator.

A3.11.2. **Impact.** +2

A3.11.3. **Applicability.** Alconbury, Aviano, Incirlik, Lakenheath, Mildenhall, Ramstein, and Spangdahlem.

A3.12. Title. Positive Mission Variance for Turkish Customs Beyanname.

A3.12.1. **Definition.** The beyanname is the official custom record of all items each member brings into the country. Disposed or new acquired items require update of forms.

A3.12.2. **Impact.** +80.35 Man-hours

A3.12.3. **Applicability.** Incirlik AB TU.

A3.13. Title. Negative Mission Variance for Subtractive Due to Dual Wing Consolidation, Large Civilian Population, Stable or Decreasing Workload, etc.

A3.13.1. **Definition.** For those locations that have efficiency due to dual wing consolidation, or stable or decreasing workload, and large civilian population that does not require full traffic management services. (i.e., personal property, passenger movements, etc.).

A3.13.2. **Impact and Applicability.** Randolph, -1; Scott, -5; Langley, -3; and Maxwell, -7.

A3.14. Title. Positive Mission Variance for Custom Inspection for Overseas Household Goods/Freight Shipments.

A3.14.1. **Definition.** Custom inspections are required by US/International custom laws at overseas freight locations.

A3.14.2. **Impact.** 2-7

A3.14.3. **Applicability.** Howard, Alconbury, Aviano, Incirlik, +6; Lakenheath, Mildenhall, Ramstein, Spangdahlem, Anderson, Kadena, Kunsan, Misawa, Osan, and Yokota, +7 each; and Lajes, +2.

A3.15. Title. Positive Mission Variance for Flag Exercise and Range Support.

A3.15.1. **Definition.** Nellis AFB serves as Air Force host to numerous exercises through the year. This variance eliminates the requirement for participating units to provide TDY redeployment assistance teams and AMC airlift control element (ALCE) support, to accomplish cargo, passenger and associated traffic management processes. Variance will support all airlift operations (i.e., Air Warrior, Red Flag, Green Flag, etc.), 24 hours, 7 days a week for cargo and passenger terminal operations and related command and control responsibilities.

A3.15.2. **Impact.** +8

A3.15.3. **Applicability.** Nellis AFB only.

A3.16. Title. Positive Mission Variance for Clearing Inbound Cargo Through Host Country Customs.

A3.16.1. **Definition.** Provides support to process documentation and secure the release of US government and government-sponsored shipments from overseas host country customs officials.

A3.16.2. **Impact.** +1

A3.16.3. **Applicability.** Osan, Kunsan, Yokota, Kadena, and Misawa.

A3.17. Title. Positive Mission Variance for Support of Movement of Cargo from the AMC Port.

A3.17.1. **Definition.** Provides manning for additional workload generated by Aerial Ports at overseas locations.

A3.17.2. **Impact.** +1

A3.17.3. **Applicability.** Mildenhall, Ramstein, Aviano, Incirlik, Anderson, Elemendorf, Eielson, Hickam, Kadena, Kunsan, Misawa, Osan, Yokota, and Howard.

A3.18. Title. Positive Mission Variance for Support of Consolidated Air Movement Service (CAMS).

A3.18.1. **Definition.** To provide TMO support for CAMS.

A3.18.2. **Impact.** +1

A3.18.3. **Applicability.** Applies only to Seymour Johnson

★**A3.19. Title.** Positive Mission Variance for Other Significant Population Served.

A3.19.1. **Definition.** AF bases that provide traffic management services to other significant population not included in file Part A.

A3.19.2. **Impact and Applicability.** Alconbury, +4; Aviano, +2; Lakenheath, +2; Mildenhall, +11 (include 7 for Lakenheath Personal Property); Ramstein, +5; Spangdahlem, +3; Randolph, +2; Little Rock, +1; McChord, +2; Scott, +1; Eielson, +2; Hickam, +5; Kadena, +8; Misawa, +4; Osan, +1; Yokota, +2; Barksdale, +2; Beale, +1; Cannon, +2; Ellsworth, +1; Luke, +2; Nellis, +3; Andrews, +2; Keesler, +10; Sheppard, +4; Lackland, +2; Kirtland, +3; Maxwell, +3; Patrick, +8; Eglin, +9 and MacDill +7.

A3.20. Title. Positive Mission Variance for Overseas Water Port Logistic Office.

A3.20.1. **Definition.** To provide support for clearance of Air Force cargo into the military ocean movement system and resolving astray freight problems.

A3.20.2. **Impact.** +2 to +3

A3.20.3. **Applicability.** Hickam and Andersen, +2 each; and Kadena, Yokota, and Osan, +3 each.

A3.21. Title. Overseas Airlift Clearance Authority (ACA).

A3.21.1. **Definition.** To provide support for clearance of Air Force cargo into the military airlift system and resolving astray freight problems.

A3.21.2. **Impact.** +2 to +4

A3.21.3. **Applicability.** Hickam, Kunsan, and Misawa, +2 each; Andersen, Osan, Kadena, and Yokota, +3 each; and Elmendorf, +4.

A3.22. Title. Positive Mission Variance for Traffic Management Service for Range Support.

A3.22.1. **Definition.** Provides Freight and Packing and Crating support to ranges and special projects such as "Chicken Little." Includes travel time of 50 miles from the main base.

A3.22.2. **Impact.** +1

A3.22.3. **Applicability.** Eglin, +1; and Patrick, +2 (Cape Canaveral Support)

PROCESS ANALYSIS SUMMARY**TRAFFIC MANAGEMENT FLIGHT**

PROCESS TITLE	PROCESS TIME (MAN-HOURS)	MONTHLY PROJECTED WORKLOAD	FRACTIONAL MANPOWER
Performs Management including Record Maintenance and Administration	321.40	FIXED	2
Operates Air Freight Activity	642.00	FIXED	4
Packs and Crates Cargo	.05	15000	4.667
Performs Personal Property Processes	3.52	400 Shipments	8.762
- Performs Counseling	.704	400	*(1.752)
- Performs Booking	.739	400	*(1.839)
- Process Non-Temp Storage	.739	400	*(1.839)
- Performs Inspection/QC	.845	400	*(2.103)
- Processes outbound shipment	.493	400	*(1.227)
Performs Passenger Movements Processes	.333	975 Passengers	2.020
Conducts Surface Freight Operations	.50	3000 Shipments	**9.442
Operates Air Passenger Activities	321.40	FIXED	2
TOTAL FRACTIONAL MANPOWER			<hr/> 32.891

NOTE: Processes are listed in order of priority.

* These figures are included in the total Fractional Manpower, 8.762, for Personal Property Operation.

** Fractional manpower for Surface Freight Operation includes 17.4 man-hours per month for Base Contracting interface.